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"CANNED FORESTS" AT LONGVIEW, WASHINGTON

Each tin holds 800,000 Douglas fir seeds, enough to convert an area the size of Central Park, New York City, into a dense woods containing nearly 600,000 trees. Douglas fir is a member of the great "pine" or conifer tree family (See Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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"The Pines," America's Best Known Tree Family

PRESIDENT ROOSEVELT'S reforestation program, providing jobs for idle men, flood control, and valuable wood resources for future use, directs attention to some of the common commercial trees of our country.

Best known of all American tree families, and the chief type of tree being planted in the new reforestation program, is that which includes the pines, or conifers, and which is known to botanists as the gymnosperm group.

Among Earliest Forms of Life

The pines are not the only members of the gymnosperm group (which implies that they have naked seeds), but they head a list of trees that dates from Silurian times, when fishes began to appear in the waters of the earth, and shell-forming sea animals were the most important fauna.

To-day the pines and yews are our American survivals of the conifers of those tremendously remote times.

The conifer group contains about 240 species, including the pines, larches, spruces, hemlocks, firs, cedars, redwoods, junipers, and yews. Its members are found in every State in the Union, from Maine to California, and from Florida to Washington.

When the school children of Maine elected the pine cone and tassel as the floral standard bearer for their State, they not only followed Nature, which made theirs the "Pine Tree State," but they honored the first-born of the flowering plants. Science tells us that in the long process of evolution, when some of the members of the fern family began to strive for higher things, their first success was to become cone bearers.

Pines Can Live in Heat or Cold

How wonderful is the story of the pine's household economy! It is so equipped that it can make its home down in the lands of tropic warmth or up in the regions of snow. On a climb to the high summits of snowcapped mountains one passes the pine nearly all the way. The gale may blow so hard and so steadily that not a limb is able to grow on the windward side; but, twisted and misshapen, the pine still lives on.

Though the winds seem harsh to the pine, they are none the less its good friends. It employs them as messengers in the spreading of its pollen. The pistils and stamens grow in separate flowers, and the breezes transport the pollen from flower to flower, and from tree to tree.

Each grain is provided with two tiny bladders which give it buoyancy and enable it to take a balloon ride. In the region where the winds blow the hardest they serve the conifers best, for there insects are scarce and the trees might die out if they had to depend on such pollen bearers.

In the flowering season of the pines the air is filled with tiny grains of yellow dust, the ponds are covered with a golden sheen, and one sees evidences of pine pollen everywhere.

When the cone dies, the seeds it harbors live on. During the winter months the squirrels improve every fair day to gather pine seeds for their present needs and their future wants.

Popping of the Seeds

The cones the squirrels do not get hang on. But when the first faint evidences of spring succeed the icy breath of winter, there comes a popping and a cracking in the pine forest, and the seasoned woodsman knows that the cones are firing seed salutes to the approaching spring.

It is interesting to gather a number of different species of pine cones before they have begun to open and watch them do so. Some of them jump around like things possessed as the scales on which they rest open up; others roll this way and turn that.

When the last scale is open and the last seed is out, the cone may be three times as large as it was formerly; and a hundred or more seeds have been set free. Alas, how few of these ever become trees! We are told, for instance, that a large tree in California produces from 100 to 200 seeds to a cone and as many as 500,000 cones to the tree—that is 50,000,000 seeds in a single season.

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IN MESA VERDE THE DWELLINGS OF A VANISHED RACE HIDE UNDER A CLIFF

Good roads in southwestern Colorado now make this interesting ruin, mysteriously deserted eight centuries ago, accessible to the motorist. This year a "burning mountain" is an added attraction on the way to the Park (See Bulletin No. 3).

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The Seine, Paris' Water Highway to the Sea

AMONG the most picturesque features of Paris are the little sharp-prowed steamboats that ply the winding Seine, making regular stops at important points along the river (see illustration, next page).

Last year the competition of subways, street cars and taxis in the French capital greatly reduced the income of these "water buses." They were very nearly abolished, but, after a recent stormy session, the Municipal Council voted to maintain the boats in operation for another season, much to the delight of Parisians, who make more use of them than do tourists, although the latter would seem to be their logical customers.

Seine Is Often Seen; Little Used

Most Americans journeying to Paris become acquainted with France's most famous river very soon after they set foot on French soil. Those who land at le Havre ride in a boat-train that parallels the Seine for almost the entire trip to Paris; while those arriving at Cherbourg, and traveling by rail to the capital, are in sight of the river for the last 50 miles of their journey. Less usual is the trip up the river by boat, which gives an entirely different viewpoint for the Seine's beauties.

The glorious river that may be followed from le Havre to Rouen and on to Paris is a stream of delights, winding among little towns, farms, the ghostly ruins of former grandeur like Jumièges, and between chalky cliffs now and again, that rise hundreds of feet above the river, or, low and beetling, shelter astonishing cave communities, whose homes are bored right into the solid rock.

Splendid wooded peninsulas jut out into the stream, that widens below Rouen into as majestic a flood as the Hudson. Then Rouen, the ancient pirate stronghold, comes into view, shrouded with the smoke of its factories and busy with the activities which have taken the place of the industries of a thousand years ago.

How can one describe this city of the pirates; how give a picture of the long quays beside the river, gleaming in the brilliant sunshine; the broad thoroughfares plowed right through the old town and lined with dull modern houses; the occasional bits of the Middle Ages that still linger here and there in some old street whose houses peep and mutter at one another across the way? Such is the dark, crooked, villainously-paved Rue de St. Romain, beside the cathedral.

Where Joan of Arc Was Burned

The deepest interest of the traveler in Rouen lies in the lonely tower of the city's former defenses, where Joan of Arc was tried for her life—and lost. The great, cone-topped cylinder is rugged and stalwart, a perfect (restored) picture of a defensive tower of medieval times. Near-by slabs, in the pavement and upon the wall of the Old Market, mark the spot where the heroic maid paid for her patriotism by passing through the fire. And upon the hill of Bon Sécours, beyond the city, a huge memorial to her crowns the height and looks down upon the silver-bosomed Seine.

Above Rouen, the river sweeps away in great arcs to right and left past rich bottom-lands, checkered with cool tender greens and warm russet browns. A whole archipelago of lovely little islands, seven of them, flecks the burnished mirror of the stream. Bushily they raise their green heads of thick pines and lacy poplars against

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There are 43 native species of pines in the United States. They make the woods of Maine and other northern States largely evergreen. Countless generations of warring with the elements led them to develop the needle instead of the leaf, for needles do not oppose the free passage of the wind or afford snow a platform which could crush them.

Note: For additional references to the members of the conifer group, and to lumbering, see: "Washington, the Evergreen State," *National Geographic Magazine*, February, 1933; "Smoke over Alabama," December, 1931; "Florida—The Fountain of Youth," January, 1930; "California, Our Lady of Flowers," June, 1929; "Marching Through Georgia Sixty Years After," September, 1926; "Motor-Coaching Through North Carolina," May, 1926; "The Fight at the Timber-Line," August, 1922; "The Wild Life of Lake Superior," August, 1921; "Saving the Redwoods," also "A Mind's-Eye Map of America," June, 1920; and "Winter Rambles in Thoreau's Country," February, 1920.

Bulletin No. 1, May 1, 1933.

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TURPENTINE IS A BY-PRODUCT OF SOUTHERN PINE FORESTS

Workmen first scar the tree with axes, and the exuding gum is directed by galvanized iron gutters into the cups. As the scarification proceeds the cup is moved up the trunk. Turpentine gum is not the sap of the pine tree, but is an exudation by means of which Nature tries to heal the wound made in the bark. A yellow pine grove in Georgia.

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"Nervous Mountain" New Attraction on Way to Mesa Verde

DENSE clouds of smoke and underground explosions continue at Carbon Mountain, Colorado's restless mountain peak near Durango.

Geologists report that a huge vein of coal under the mountain is afire, and that this has been largely responsible for the cracking and sliding that has attracted nation-wide attention.

Durango Fenced Off by Lofty Barriers

Durango, the nearest city to this volcanolike "nervous mountain," is nearly fenced off from the rest of Colorado by lofty natural barriers. The Continental Divide—the backbone of the Rockies—towers to the east, the high Needle Mountains close in on the north, and the rugged La Platas rise steeply to the northwest.

The normal outlets of this southwestern corner of Colorado are southward into New Mexico through the valley of the Animas River, and westward among low hills and across desert stretches into Utah.

Two excellent highways breach the mountain barriers to north and east. One winds its way over a high pass between the Needle and La Plata mountains; the other over still loftier Wolf Creek Pass in the Rockies. But in winter, snows sometimes close these roads for weeks, and Durango then must look to neighboring States for contacts.

From Durango one may make a unique journey on the little trains of the narrow-gauge railway that dips down into New Mexico and dodges back into Colorado over the Continental Divide at Cumbres Pass—the only rail service that Durango has. They seem like the trains of Lilliput, these strings of toylike coaches drawn by bantam locomotives; but they have proved their worth to southwestern Colorado, which has been dependent on them since the first track of steel was pushed over the Divide, in 1881. They had, in fact, all Colorado for their domain in those days.

Narrow Gauge Made Development Possible

Construction in the mountains was so costly and grades were so steep that building standard railways with heavy rolling stock was out of the question. The narrow gauge saved the day. It nosed its way into almost every canyon where gold and silver were discovered, following hard on the heels of the pioneers. Hundreds of mines, at first dependent on wagon transportation, were saved by these quickly-built railways.

Through Durango passes a rapidly growing stream of tourists, for the town is the eastern gateway to the cliff dwellings of the Mesa Verde National Park. Mesa Verde (Green Table) looms up 30 miles west of Durango, a huge block of rock and earth rising 2,000 feet above a level plain. You must climb to the top of this tableland to reach the canyons in which are hidden some of America's most fascinating and mysterious ruins; but the climb is no longer difficult.

The National Park Service has built a broad motor road that winds up the steep slope of the mesa, traverses for nearly 15 miles the juniper and piñon forests of its top, and leads to the cliff dwellings near the southern rim.

Into the south end of the great mesa a maze of deep canyons has been eaten by erosion, leaving narrow tongues of land between them. Under great overhanging masses of sandstone near the tops of these canyons the cliff dwellers built their homes.

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the sky in delicate silhouettes, and the long tows of river barges glide slowly past them like so many swollen sea-serpents.

But perhaps the loveliest spot in all the winding miles of beauty along the river between Rouen and Paris is Petit Andely. Ragged and shattered-looking, the stony hill rears proudly up above placid river and sleepy town, and squarely upon its crest looms the ruin of Richard the Lion Heart's Castle Gallant—a great, bursted keep and a few bits of massive wall.

"Spears" That Grow by the River

Once the castle flaunted its menacing leopard standards against the blue and white and gold of the Frankish skies; but that was before Philippe-Auguste stormed and smashed it, and smashed the townsfolk while he was doing it.

Now, ghostly and wan, the stark ruin shimmers upon its hill, with never a single spear to glint from keep or barbican. "Spears," however, are still growing far below—the stout young poplars on river bank and island, sentineling through golden days when the river is gleaming jade. In the fiery sunsets, when the Seine mirrors every sturdy limb and feathery frond, and all the silent blue nights, when the stars bend down to whisper and coquet, and the ripples chuckle softly against the rich brown banks, this region is another world, far removed from the bustle, activity and care of the cities.

Fortunate is he who calls it home!

Note: The following articles contain references to the Seine and to historic French beauty spots along its banks: "The Land of William the Conqueror," *National Geographic Magazine*, January, 1932; "A Modern Saga of the Seas," December, 1931; "Looking Down on Europe," March, 1925; "Through the Back Doors of France," July, 1923; "Scenes from France," July, 1921; "From London to Australia by Aëroplane," March, 1921; "Our Friends, the French," November, 1918; and "Plain Tales From the Trenches," March, 1918.

Bulletin No. 2, May 1, 1933.

© *Photograph by C. Frederick Atherton*

A SEINE RIVER BOAT MAKES MANY STOPS

Like the buses on the streets of the French capital the river boats halt at regular intervals to take on or to discharge passengers. Many of their regular fares are working people, but tourists also favor this unique way to see the beauties of Paris from the river that winds like a silver thread from one side of the city to the other. Above is a landing stage near the Ile de la Cité, the island on which Paris was founded by Gallic tribes before the Christian era.

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Remember, and Onward!—Says Modern Rome

STRIKING thrice with a gold hammer on the Holy Door of St. Peter's Basilica in the Vatican City, the Pope recently inaugurated an extraordinary Holy Year. Normally the Holy Door is opened once every quarter century, but this time it has been sealed for only eight years.

Again to thousands of pilgrims and tourists, "all roads lead to Rome." Modern skyroutes, too, now focus on this historic city. Many visitors arrive at the 300-acre airport of Littorio; others disembark from seaplanes at near-by Ostia.

Twenty-six Centuries as a City

To-day, new sights will greet the eye because the eternal city is being transformed by a huge building and beautification program. With a metropolitan record of 26 centuries, the "seven hills" have seen a dozen Romes, but modern Rome is in every sense as interesting as its historic and colorful predecessors.

Rome to-day is to a large extent a boom town. But it is more than that, because its city planners are archaeologists as well as architects. "Remember, and Onward!" seems to be the watchword of the day. Forums, the Temple of Vesta, the Theater of Marcellus, and a thousand other monuments of past grandeur are receiving the same attention that marks the construction of a new ministry building or a group of up-to-date apartment houses.

No longer will ancient palaces and the Colosseum be rock quarries or lime kilns where precious marbles are burned. The glory of classic Rome protrudes in many places from the present city.

Plans for Two Million People

New Rome has her catacombs and plans for subways. The famous Diocletian Baths are overshadowed with the biggest treasury building in Europe. Even the baths have been turned into a museum containing one of the richest collections in the city. Hadrian's tomb, or the Castel Sant' Angelo, now faces a tremendous new Ministry of Justice.

The famous seven hills have been partially leveled or tunneled to answer the requirements of modern transportation. Other hills have been taken in by an expanding city, as preparations are being made for a future population of 2,000,000, approximately twice what it now has. Fifty new bus lines have replaced many trolleys.

Ancient Rome is said to have invented uniform kitchenette apartments; the new city continues the policy by constructing blocks of modern apartments in the outlying districts. The Capitoline Hill district has been cleared and beautified with parks in order that the restored Theater of Marcellus, the temple where the vestal virgins once kept burning their holy fires, and the $5,000,000 Victor Emmanuel II Monument (symbol of unified Italy and New Rome) can be displayed to a better advantage.

Water from Old and New Aqueducts

Abundant water supply is provided through ancient and modern aqueducts that come stalking in from distant sources. Lovely fountains, such as the Trevi, which spouts 17,000,000 gallons of water a day, have been illuminated by electric lights to enhance their beauty.

Even the old consular "roads that lead to Rome" have been widened and resurfaced. A new road, the Via dei Colli, carved through a former congested district between the Victor Emmanuel Monument and the Colosseum, has recently been opened by Premier Mussolini.

Visitors will also find that they have to walk on the left instead of the right sides of the streets, or be told about it by the police. Some of the streets have become one-way thoroughfares to pedestrian traffic.

Vatican City Now Independent

Another change that pilgrims will find since the last Holy Year is that the Vatican is an independent city. Occupying only a little over 108 acres, approximately one-eighth the size of Central Park in New York City, it has its own civil government, coinage, postage stamps, telegraph, and radio. The letters S. C. V. (Stato della Città del Vaticano) appear on the tags of all motor cars belonging to residents of the Vatican City.

This smallest independent government also has the world's shortest railway line, but one of the finest. It is only about 600 feet long, is double tracked, and has a beautiful station. A 300-foot tunnel under Vatican Hill serves as the railway "yards."

The Vatican Library, a portion of which collapsed on December 22, 1931, destroying several thousand valuable books and pieces of ceramics, has recently been repaired.

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You pick your way on foot along a narrow trail that leads below a canyon rim and drop straightway into distant centuries. You pass beside steep, sloping cliffs of sandstone into which brown workers pecked hand and toe holds long before Columbus was born, round a huge bowlder, and come upon a great structure of masonry, story piled upon story, stretching along the canyon wall (see illustration, page 2).

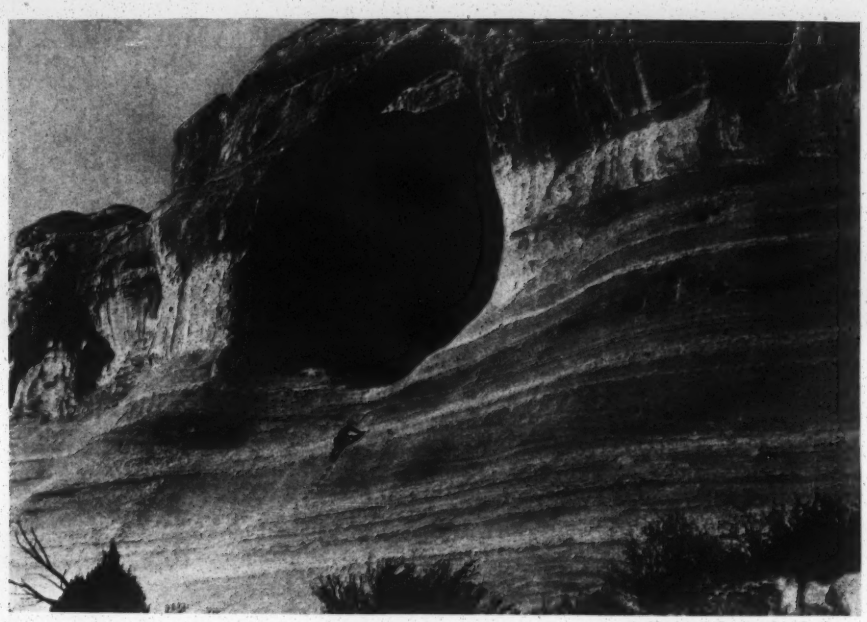
A Secret Solved by Tree-Rings

The dry air and the protection afforded by the overhanging rock have preserved these buildings so well that it is hard to believe that they were built seven or eight hundred years ago and have probably stood abandoned for half a millennium. The age of these cliff dwellings was a mystery to archeologists until the secret was solved by the ingenious tree-ring calendar developed by Dr. Andrew E. Douglass while investigating the age of Pueblo Bonito for the National Geographic Society.

Cliff Palace was under construction seven years after William the Conqueror invaded England, and Spruce Tree House was rising under its cliff while half around the world Genghis Khan and his hordes were conquering all Asia. The youngest beam found in any of the buildings was put in place in 1262, nearly two and a half centuries before white men brought their civilization to the New World.

Note: For additional photographs and data about this unique American wonderland of scenery and ancient history see: "Colorado, A Barrier That Became a Goal," *National Geographic Magazine*, July, 1932; "The Secret of the Southwest Solved," December, 1929; "Scenes from America's Southwest," June, 1921; "A Mind's-Eye Map of America," June, 1920; "The Land of the Best," April, 1916; and "Our National Parks," June, 1912.

Bulletin No. 3, May 1, 1933.



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WIND AND RAIN CARVE A NATURAL BRIDGE

One may see the forces of nature at work in Colorado National Monument, one of the series of National Parks and Monuments shown on the new map of the United States published by the National Geographic Society. Natural bridges are usually carved by "pot-holes" or cave-ins, which work down from above into shallow caves. Torrents, with minor aid from winds, wear the holes larger.

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Many Places Put "On the Map" by Industry and Engineering

HOW the sudden growth of industries, the building of engineering works, and even the proclamations of Presidents have put new features on the nation's map in the last few years, is shown by a new map of the United States just published by the National Geographic Society.

The map covers the United States and also includes northern Mexico to the Tropic of Cancer, and most of the developed portion of Canada, in which regions many changes also are noticeable.

From Villages to Cities in a Decade

Towns that did not exist ten years ago or which were then tiny villages are shown on the new chart as sizable cities. An outstanding example is Dearborn, Michigan, which rode to fame on the automobile. It had less than 2,500 inhabitants in 1920 but is now a city of 50,000, and has earned a map spot near Detroit.

Seminole, Oklahoma, which had only 800 residents in 1920 now has nearly 12,000 and takes its place on the new map. Oil wells made the difference.

The lumber industry built Longview, Washington. No such community existed eleven years ago. To-day it is a thriving city of saw mills, docks and homes with a population of more than 10,000.

Aliquippa, Pennsylvania, a few miles north of Pittsburgh, owes its map prominence to steel. A town of only 3,000 inhabitants in 1920, it has more than 27,000 to-day.

New Lakes and Parks

A few of the many changes wrought on the face of America by vast engineering projects and shown on the new map, are the site of the Hoover Dam, Lake of the Ozarks in Missouri, Lake Hamilton in Texas, Pymatuning Reservoir on the Pennsylvania-Ohio boundary, and Lake Norwood, North Carolina.

The map also shows all National Parks and National Monuments, including those most recently designated: Grand Canyon National Monument, Arizona; Great Sand Dunes, Colorado; Bandelier and White Sands, New Mexico; and Death Valley, California.

In Canada the National Parks of the Dominion and their highway connections are shown, and in Mexico are traced new automobile roads that now reach more than 200 miles below the Rio Grande. The map also shows, for the first time, the recent division of the Mexican State of Lower or Baja California into two districts, each with a capital.

Indicates High Spots

In each State of the United States the point of greatest elevation is marked on the new map, with two exceptions, Rhode Island and Missouri, where incomplete surveys leave this fact undetermined officially.

The printing of the map edition was a huge task. More than 42 tons of specially made paper, and nearly two tons of ink were used.

A copy of the new United States map will be mailed to each of the approximately one million members of the National Geographic Society with the May, 1933, issue of the *National Geographic Magazine*, and will thus go into every country, principality, colony, and mandated area in the world.

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That Rome welcomes the pilgrim and tourist from the United States is evidenced by the fact that Italian visas are not necessary for American passports.

Note: For supplementary reading and photographs see also: "Perennial Geographer," *National Geographic Magazine*, October, 1930; "By Seaplane to Six Continents," September, 1928; "Man and Nature Paint Italian Scenes in Prodigal Colors," April, 1928; "Navigating the 'Norge'," August, 1927; "Under Radiant Italian Skies," August, 1926; "Italy, Land of History and Romance," April, 1924; "The Splendor of Rome," June, 1922; "From London to Australia by Aeroplane," March, 1921; and "Inexhaustible Italy," October, 1916.

Bulletin No. 4, May 1, 1933.

GEOGRAPHY ILLUSTRATIONS ON LOOSE-LEAF SHEETS

Requests continue for information regarding geographic illustrations for use in the teaching of elementary geography classes.

Until further notice the National Geographic Society's six Pictorial Geography sets—288 world-revealing photographs on loose-leaf sheets, and 288 vivid geographic narratives that explain the pictures—may be had for $3.50 in the United States and possessions, by teachers, schools and libraries. The following form may be used in ordering:

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Inclosed please find ..... in payment, at the rate of $3.50 (in the United States and possessions), for each of the complete series of 288 illustrations.

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ANCIENT MYSTERIES BOB UP EVERYWHERE IN MODERN ROME

Was this "Stadium" on Palatine Hill a private arena for sports, games and races when the emperors who lived on the hill wearied of the crowds in the Circus Maximus, or was it a beautiful private garden, as the fragments of fountains and the marble water channels suggest? It is situated between the palace of Augustus and the palace of Septimius Severus.

In the same issue will appear the story of the growth of the United States, describing how, from its meager beginnings along the Atlantic Coast, it hurdled the Appalachians, spread on to the Mississippi and the Gulf of Mexico, and then swept across the great plains and the Rockies to the Pacific, absorbing an independent nation (the Republic of Texas) in its progress.

This growth, state by state, has laid down over the continent a network of boundary lines, among which are hidden odd fragments of history and, now and then, a bit of romance. Such are the stories of the Mason and Dixon Line, the curved boundary of Delaware, "Fifty-Four Forty or Fight," and the Kentucky-Tennessee border.

Note: For additional material about the United States the following State and City articles in the *National Geographic Magazine* should be helpful:

Alabama	December, 1931	New Hampshire	September, 1931
Arizona	January, 1929	New Jersey	May, 1933
California	June, 1929	New York City	November, 1930
Chicago	January, 1919	North Carolina	May, 1926
Colorado	July, 1932	Ohio	May, 1932
Florida	January, 1930	Pennsylvania	May, 1919
Georgia	September, 1926	Philadelphia	December, 1932
Illinois	May, 1931	San Francisco	April, 1932
Louisiana	April, 1930	Texas	June, 1928
Maryland	February, 1927	Vermont	March, 1927
Massachusetts	April, 1923; March, 1920	Virginia	April, 1929
Michigan	March, 1928	Washington, D. C.	November, 1931
Missouri	April, 1923	Washington State	February, 1933

Bulletin No. 5, May 1, 1933.

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NATIONAL GEOGRAPHIC SOCIETY'S CARTOGRAPHERS AT WORK ON THE NEW UNITED STATES MAP

Showing nearly 10,000 names and locations of States, towns, highways, railways, national parks and monuments, rivers, mountains, and other geographical features, this hand-lettered map is one of the most complete of its scale yet issued. Produced at a cost of $50,000 after months of research by The Society's expert map-makers, it is a fitting companion to The Geographic's recently published maps of The World, Antarctica, and Modern Europe.

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